

6. DOWNTOWN DISTRICTS AND DEVELOPMENT STANDARDS

This chapter presents permitted land uses and development standards for the Sunnyvale Downtown Specific Plan area. This subject includes:

- Relationship to the Sunnyvale Municipal Code
- Permitted Land Uses and Development Intensities
- Subdivision and Parcelization standards
- General Development Standards
- Parking Requirements
- Landscaping and Open Space Standards
- District Descriptions and Development Standards

Relationship to Sunnyvale Municipal Code

Concurrent with the adoption of the Specific Plan will be zoning code amendments to implement the provisions of the plan. These amendments will provide zoning regulations unique to the Downtown Specific Plan area. General municipal code provisions such as subdivision regulation, park dedication and building codes will continue to apply to the downtown. The implementation chapter includes discussion of municipal code provisions that should apply to downtown, and which provisions may need further study to determine if they should continue to apply to the downtown. In many instances, the Specific Plan sets forth standards and procedures which currently exist in the Sunnyvale Municipal Code, Title 19 Zoning. Where such provisions already exist, the chapter is noted in the text.

Single family home uses on existing, legally created lots may be maintained in all Downtown Specific Plan blocks. Additions or new construction of single family homes on existing legally created lots are subject to provisions for Design Review in Chapter 19.80 of the Sunnyvale Municipal Code. Single family homes must comply with lot coverage, setback, floor area ratio and other applicable development standards for the R-0 Zoning District, as listed in Chapters 19.32 and 19.34.

Permitted Land Uses and Development Intensities

Each block has one or more designated primary land uses. Table 6.1 lists these standards and Figure 6.1 shows the Land Use Map.

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The following table lists the maximum number of units, or gross floor area for commercial uses.

<i>District</i>	<i>Block</i>	<i>Area acres</i>	<i>Primary Uses</i>	<i>Approx. Density</i>	<i>Res. Units</i>	<i>Office</i>	<i>Retail / Rest. / Entertain- ment</i>
Commercial Core	1	6.00	Office	N/A		450,000	10,000
Commercial Core	1a	5.76	Very High Density Residential		450		52,500
Commercial Core	2	6.44	Retail	N/A		80,000	170,891
Sunnyvale/ Carroll	3	2.86	Retail Specialty Grocery	N/A			62,000
Sunnyvale/ Carroll	4	3.89	Very High/Medium Density Residential	48 du/ac.	214		
Sunnyvale/ Carroll	5	1.15	Very High Density Residential	48 du/ac	46		
Sunnyvale/ Carroll	6	3.49	High/Medium Density Residential	36 du/ac	146		
Sunnyvale/ Carroll	7	3.55	High Density Residential Retail	N/A	100	36,000	14,000
South of Iowa	8	1.19	Low-Medium Density Residential	12 du/ac	15		
South of Iowa	8a	0.5	Medium Density Residential	24 du/ac	12		
South of Iowa	8b	1.59	Low Density Residential	7 du/ac	12		
South of Iowa	9	1.68	Low-Medium Density Residential	12 du/ac	52		
South of Iowa	9a	1.19	Low Density Residential	7 du/ac	8		
South of Iowa	10	2.79	Low Medium Density Residential	12 du/ac	47		
South of Iowa	11	3.57	Low Medium Density Residential	12 du/ac	49		
South of Iowa	12	3.71	Low Medium Density Residential	12 du/ac	51		
Commercial Core	13	6.82	Retail	N/A		176,021	20,120
West of Mathilda	14	3.41	Very High Density Residential	48 du/ac.	173		10,000
West of Mathilda	15	2.77	Very High Density Residential	48 du/ac.	152		10,000
West of Mathilda	16	2.97	Very High Density Residential	48 du/acre	173		10,000
West of Mathilda	17	3.41	Low Medium Density Residential	12 du/acre	48		
Commercial Core	18	36.39	Mixed Use	N/A	200	202,000	1,007,876
Commercial Core	20	1.70	High Density Residential Office	N/A	51	16400	
TOTAL		100.68			1999	960,421	1,367,387

NON-CONFORMING BUILDINGS AND USES

Those land uses which, at the time the Specific Plan is implemented, do not conform to the standards and requirements of the land uses in the Specific Plan may be continued, subject to the limitations of Chapter 19.80 of the Sunnyvale Municipal Code

Subdivision and Parcelization Standards

All new development must meet the minimum subdivision and parcelization standards in order to proceed with development approval. This means that the development must meet the minimum development area requirement and the development must not create “remnant” parcels. Remnant parcels are smaller than the minimum development size and cannot be assembled with other contiguous parcels to meet that minimum. Because the Downtown Specific Plan is a long term plan, it may take some time for parcels to be assembled to meet the minimum lot size requirements. Procedural steps for processing development applications are as follows:

1. The first property owner on a block to assemble the number of parcels required to meet the minimum development size on a block shall be required to submit a parcelization plan for review and approval with the development application. The remainder of the block must be able to be divided in such a way so that the minimum lot size can be achieved in all areas, leaving no remnant parcels.
2. If the proposed development plan creates remnant parcels, the developer shall be required to either acquire the additional parcels necessary to eliminate the remnants or delete lots if the developer has more than the required amount of lot area to leave enough for future development. If this is not possible, a letter shall be submitted to the Director of Community Development, indicating that the properties are not able to be aggregated for the following three reasons:
 - The property owner is unable/unwilling to sell
 - There is reason to believe that the property will not redevelop at any time within the next 10-15 years.
 - Allowing remnant parcels will not conflict with the intent of the Specific Plan

These justifications will be considered along with the Special Development Permit application.

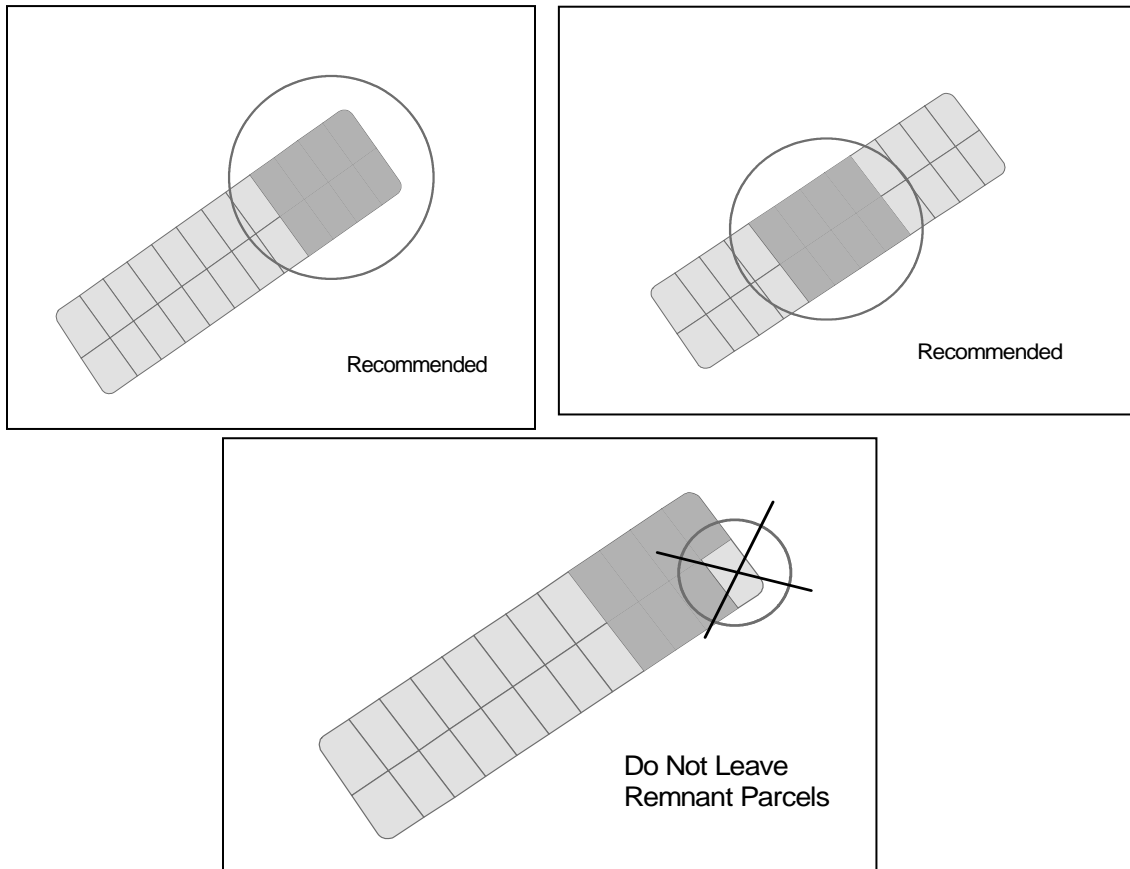


FIGURE 6.1 EXAMPLES OF SUBDIVISION AND PARCELIZATION STANDARDS

General Development Standards

Development standards for the downtown include provisions for the following:

- Minimum development size, maximum height and lot coverage
- Parking
- Landscaping and Open Space
- Setbacks (listed separately in “Development Standards by Block”)

TABLE 6.3 DEVELOPMENT SIZE, HEIGHT AND LOT COVERAGE

Block	Min. Development Size (acre)	Max. Height	Max. Stories	Max. Lot Coverage
1	0.60	100 ft.	6	Per SDP ¹
1a	0.30	85 ft. ²	6	Per SDP
2	No min. ³	36 ft.	2	45 %
3	No min.	50 ft.	4	Per SDP
4	0.50	40 ft.	2-4	45 %
5	0.25	40 ft.	4	45 %
6	0.25	40 ft.	2-4	60 %
7	N/A	50 ft.	4	60 %
8	0.14	30 ft.	2	60 %
8a	0.25 ⁴	30 ft.	2	60 %
8b	0.30	30 ft.	2	40 %
9	0.25	30 ft.	2	60 %
9a	0.14	30 ft.	2	40 %
10	0.25	30 ft.	2	60 %
11	0.25	30 ft.	2	60 %
12	0.25	30 ft.	2	60 %
13	0.40	50 ft.	4	100 %
14	0.75	30-50 ft. ⁵	2-4 ⁶	Per SDP
15	0.75	30-50 ft. ⁵	2-4 ²	Per SDP
16	0.75	30-50 ft. ⁵	2-4 ²	Per SDP
17	0.16	30 ft.	2	40%
18	0.30	75 ft. ⁷	5	Per SDP
20	No min.	30-40 ft. ⁸	3	40%

¹ Per SDP (Special Development Permit) means that lot coverage shall be evaluated on a project by project basis.

² Maximum height includes any rooftop equipment or elevator shafts.

³ Minimum lot size is 2,800 sq. ft. for individual developments.

⁴ Minimum project size-individual lots may be as small as 2,600 sq. ft.

⁵ Maximum height along Charles Street is 30 ft; along Mathilda Avenue is 50 ft.

⁶ Maximum number of stories along Charles Street is 2, along Mathilda Avenue is 4.

⁷ Exception of 80 ft. for mid-block movie theaters.

⁸ 40 ft. for the northern half of the block and 30 ft. for the southern half.

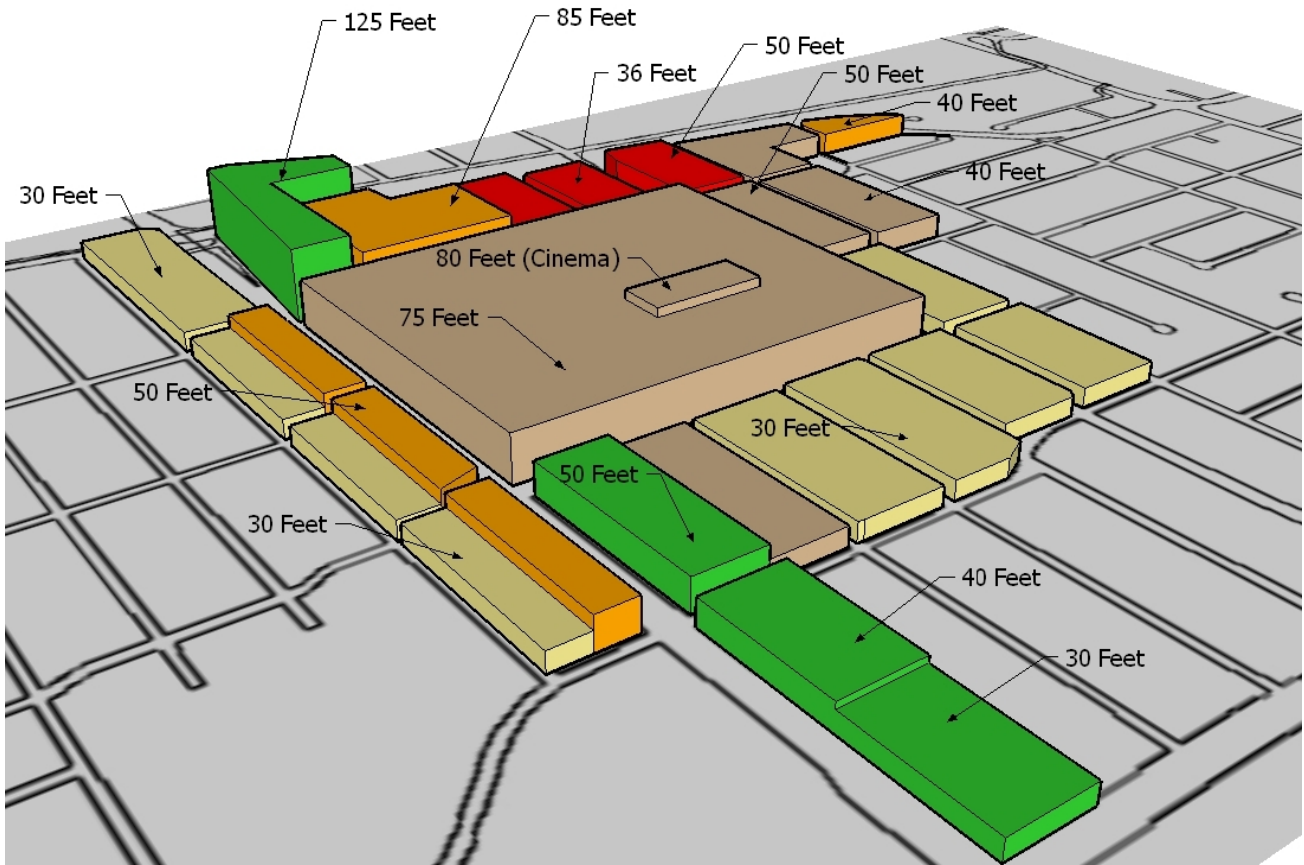


FIGURE 6.1 HEIGHTS IN THE DOWNTOWN

Parking Requirements

New development in the Specific Plan area shall provide parking on-site. Currently, a Parking District provides parking for specific uses within Blocks 1, 1a, 2, 3, or 18; however, all other blocks will be required to provide their own parking. Different types of parking facilities will be considered depending on the area. All parking in the downtown shall be below grade or located behind buildings or screened from view.

The following table shows suggested parking ratios for specific land uses. Final parking requirements will be determined through project review and approval. Shared parking for differing uses may be considered and is encouraged for trip reduction programs such as car sharing and other transportation demand management programs. Parking analysis will be evaluated with the application submittals for the Special Development Permit.

TABLE 6.4- PARKING REQUIREMENTS

Land Use	Number of Parking Spaces Required	Maximum Percentage of Compact Spaces Allowed
Single Family Residential	1 covered + 1 uncovered	None
Single Family Residential with Accessory Living Unit	1 covered + 2 uncovered	None

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Land Use	Number of Parking Spaces Required	Maximum Percentage of Compact Spaces Allowed
Multifamily Residential Studio or 1 bdrm	1 assigned and covered/unit + 0.75 unassigned /unit ¹	35% of uncovered, unassigned spaces in lots with more than 10 spaces
Multifamily Residential 2-bdrm or more	1 assigned and covered/unit + 1 unassigned /unit ¹	35% of uncovered, unassigned spaces in lots with more than 10 spaces
Office/Retail	1/250 sq. ft.	10% ²
Restaurant without Bar	1/110 sq. ft.	10% ²
Restaurant with Bar	1/75 sq. ft.	10% ²
Bar only	1/50 sq. ft.	10% ²
Restaurants with 100% fixed seating and no bar	½ fixed seats + 1/400 sq. ft. of area not devoted to seating	10% ²
Assembly/Theater	1/3 seats	10% ²
Any use within the parking district	Parking requirements consistent with zoning code unless special circumstances arise	Not applicable

¹ If more than one space is assigned per unit, additional parking may be required.

² 50% of compact spaces must be along the periphery and as employee parking. The remaining 50% may be interspersed throughout the lot.

Landscaping and Open Space

Landscaping and open space standards apply whenever landscaping is installed on any unlandscaped lot or in connection with new construction, replacement or expansion in floor area of any structure in the Specific Plan area. Residential uses are required to provide useable open space, as defined by 19.38.070(h) except for the following modifications:

- Useable open space may be considered for front yard areas if appropriate to the street character.
- Balconies with a minimum of 6 ft. in any dimension and a total of 50 sq. ft. qualify as useable open space.

TABLE 6.5 – MINIMUM LANDSCAPING AND USEABLE OPEN SPACE REQUIREMENTS

TYPE OF USE	MINIMUM LANDSCAPING	MINIMUM OPEN SPACE
Commercial Uses (Retail, Retail Service, Restaurant, Entertainment, etc.) or Office Uses	All areas not devoted to driveways and surface access zones such as aisles, parking and ramps shall be landscaped.	No requirement
Office Uses	All areas not devoted to driveways and surface access zones such as aisles, parking and ramps shall be landscaped.	No requirement
Low and Low-Medium Density Residential Uses	20% of lot area	500 sq. ft. /unit
Medium, High and Very High Density Residential Uses	20% of lot area	50 sq. ft./unit
Surface Parking Lots	20% of the parking lot area	No requirement
Other uses not listed above	To be determined by the Director of Community Development	

The following sections contain descriptions of individual districts in the downtown, key points and applicable development standards.

Commercial Core District (Blocks 1, 1a, 2, 3, 13, 18 and 20)

The commercial core consists of Blocks 1, 1a, 2, 3, 13, 18 and 20 and is generally defined by Mathilda Avenue, Sunnyvale Avenue, Iowa Avenue and Evelyn Avenue. The District also extends along the east side of Mathilda to El Camino Real. The district supports a wide variety of uses ranging from Class "A" office, regional commercial retail, local retail and personal service businesses, and high-density housing. The commercial core also contains a transportation hub for Sunnyvale with a Caltrain rail station, bus transfer facility, and surrounding regional roadways. Other assets include existing 5 and 6-story office buildings, a City Plaza, historic Murphy Avenue, and major department store anchors.

This district has two main goals: to link the different blocks together into a cohesive downtown core and to create a lively street life on all primary streets. Re-establishment of the street grid, increased pedestrian connections, architectural designs and consistent streetscape features will also contribute to linking different areas of the downtown. In addition, street life and vitality are key to providing a vibrant downtown. Ground floor retail, restaurant, and entertainment land uses increase street activity with residential uses facilitating use of the downtown during day and night. High levels of architectural detail for pedestrian interest are important to create a pleasant pedestrian experience.

Key Points for the Downtown Core Area

Increase Connectivity

- To the extent possible, re-establish the traditional street grid in Block 18.
- Town Center Mall is encouraged to be converted to an open, outdoor shopping district to increase connectivity through the mall to areas north of Washington Avenue.
- All buildings shall have a high level of ground-floor detail.
- Create sub-areas which visually link different streetscapes into a cohesive whole.

Create a Lively Street Life

- Retail, restaurant and entertainment should be the primary ground floor uses except along Iowa and the internal streets of Block 1a. Office uses should be minimized on the ground level.
- Maintain a minimum ground floor height of 18 ft. (floor-to-floor) to allow retail or live/work uses.
- Corners should contain retail entrances. Less active uses such as residential lobbies should be located mid-block.
- Structured parking shall be located in up to 4 areas of Block 18 and one location in Block 3. Parking structures shall be located behind other uses and/or treated architecturally to add positively to the visual environment.
- Full block length developments shall be broken into smaller building units. Major breaks in the building massing are required at mid-block. Smaller scaled breaks or recesses in facades are required at the quarter-block.

To avoid one large, monolithic development, individual street characters are envisioned for different areas in the commercial core. These sub-areas have different uses, street

designs and architectural styles to create interest in the downtown. This core area has been subdivided into seven sub-areas:

1. Mathilda Avenue
2. Washington Avenue
3. Murphy Avenue
4. McKinley Avenue
5. Iowa Avenue
6. Frances Street / Downtown Plaza
7. Town Square

Mathilda Avenue

Mathilda Avenue is the primary entrance corridor to the downtown that has a split function between serving as a boulevard for regional traffic and a gateway to all of the downtown. Uses along Mathilda Avenue should be primarily retail and office uses, with the potential for residential uses above ground floor retail south of Washington. As a boulevard, Mathilda Avenue has the widest of the rights of ways of the downtown streets. The width of the street and the volume of traffic between buildings requires larger and taller buildings to enclose the corridor and create an urban feeling with an appropriate sense of place. The corridor is tied together with physical street design elements of sidewalks, trees, and lighting and the building architecture.

The design features will be coarser and more prominent to keep with the larger scale of land uses as well as allowing the primary audience to identify details of the boulevard. The primary audience for this area will be higher speed vehicular traffic with pedestrian traffic as the secondary audience. Prominent architectural features denoting the major points of commercial access are necessary at Washington Avenue and McKinley Avenues.

Key Points:

- Building heights shall step down from a maximum of 100 ft. in Block 1 to 30 ft. at the intersection of Mathilda and El Camino Real.
- Primary corners should contain retail spaces oriented towards Mathilda. These uses shall wrap the corner a minimum of 20 feet.
- Additional vehicular access points along Mathilda are discouraged.

Washington Avenue

Washington Avenue is a primary entry to the downtown core and should have a traditional “main street” feeling. This street has ground level retail on both sides to create a lively pedestrian environment with high density residential uses above. Heights along this street may be the tallest in the downtown core, ranging from the existing 100 ft. for the office buildings on the north side to 75 ft. in Block 18. This street should have spaces for small independent businesses and consist of neighborhood-serving retail uses, such as restaurants, travel agencies, and smaller retail shops. Block 3 will contribute additional retail and potential for a specialty grocery store.

As a “main street”, architectural styles should be more traditional in massing and façade design. Traditional roof forms and materials are encouraged for this area. The primary audience consists of an even mixture of pedestrian and vehicular traffic, requiring a balance of pedestrian-level detail and strong upper floor articulation.

Key Points:

- Maintain existing local north-south streets north of Washington (Aries, Taaffe, Frances, Altair, and Capella).
- Provide retail space continuously on the north and south side of Washington Avenue.
- Retail or service retail space shall be provided on the Washington and Sunnyvale frontage of Block 3.
- Multifamily residential is encouraged above retail along both sides of Washington and potentially west of Frances Street.
- Parking structures shall be underground or completely hidden from view.
- Entrances to below-grade parking are prohibited on Washington Avenue.

Murphy Avenue

The Murphy Avenue district is the historic downtown area in Sunnyvale and has a desirable small-town character. Primary uses consist of one and two-story local independent restaurant, entertainment and retail uses. Murphy Avenue is a central location for community events such as the weekend Farmer's Market and Summer Music and Market Series.

Design and development guidelines recommend maintaining and improving the district's existing use and character. Murphy's character is marked by a variety of one and two-story buildings of both Spanish Style and Modern. Individual storefronts are narrow with glazed-tile knee-walls and recessed entries. This character is further described in the Murphy Avenue Design Guidelines and will apply to any future street extension. The 100 block of Murphy Avenue is within the Murphy Station Heritage Landmark District and any changes to the buildings are subject to the approval of the Heritage Preservation Commission. The primary audience is pedestrian, requiring a very fine level of detail on the ground floor.

Key Points:

- The Murphy Avenue extension should conform to the design guidelines and architectural styles described in the Murphy Avenue Design Guidelines.
- The primary uses shall be retail, entertainment and restaurant.
- Locate parking lots behind buildings.
- Parallel parking is preferred along the Murphy Avenue extension.
- The space between the anchor department store along Washington Avenue and the Murphy extension shall be improved as a landscaped and hardscaped plaza, suitable for public gatherings.

McKinley Avenue

McKinley Avenue has the potential of being reconnected from Mathilda to Sunnyvale Avenue to re-establish the street grid. McKinley Avenue will be a significant connection between Mathilda and the principal retail component of the downtown. This street is the primary location for national "life-style" retail uses. The first story of all buildings will be a retail/restaurant/entertainment use that is engaging to a pedestrian audience. The street will also contain some two-story retail, potentially between the two anchor department stores that will primarily be accessed through the first-story entrance of the business. McKinley will have a mix of "min-anchor" stores and multiple smaller in line tenants that feed people to the Town Square and Murphy Avenue. A likely dominant feature of McKinley Avenue is a new multi-screen cinema. The cinema will likely be the highest building internally located in the commercial core.

Pedestrians are the focus of McKinley Avenue with automobile as a secondary concern. Building design is to be oriented to the strolling pedestrian and individual store customers. The slow-moving vehicles that are circulating on the street are a secondary audience of the design. The level of architectural detail at the pedestrian level (roughly first 20 feet) will have a high degree of visual interest in terms of material quality, colors, patterns, and textures. Store fronts and display windows will create high levels of pedestrian interest and will be complimentary to the building design elements. While high quality materials of intricate detail are not needed along the upper floors and roofs of the buildings, roof treatments, window styles, and cornices are all features that will need to be of high interest and durability to capture the imagination and complete the visual experience of the downtown visitor.

Key Points:

- Retail, entertainment and restaurant uses shall be located along the McKinley Avenue extensions, wrapping around to Mathilda Avenue.
- Retail development shall consist of a maximum of two floors. A multi-screen cinema is permitted to occupy a third floor over the retail space at the interior of Block 18.
- Locate parking below grade or hide completely from view.
- Provide exterior seating terraces for open-air dining.
- Place primary importance on street-level architectural detailing.
- Parallel parking is encouraged along the McKinley extension.

Iowa Avenue

Iowa Avenue is the boundary between the commercial core uses and the low-medium density residential uses to the south. Residential uses are encouraged along the north side of the street to hide the parking structures and create an appropriate transition to the lower density uses along the south side. Landscaped median and future neighborhood gateways should further protect adjacent low-density residential areas.

Key Points:

- Residential uses are encouraged along the north side of Iowa Avenue.
- Parking structures shall be either hidden from view or architecturally treated to be of high-quality design.

Frances Street/ Downtown Plaza

This area connects the diverse retail areas together with a connection to the multimodal station at the end of Frances Street.

Key Points:

- Provide retail space continuously on the west side of Frances.
- Establish a physical relationship between the plaza and buildings fronting the plaza. Restaurants with outdoor dining are encouraged.
- Improve the bus transfer facility along Frances Street.
- Create a pedestrian connection between Capella Way and Murphy Avenue across Frances Street.

Town Square

The central open space in Block 18 with existing redwoods shall have a "town square" appeal. The design elements are targeted at a pedestrian audience that is moving at a leisurely stroll. The individual design elements and accents are to be of fine detail and of high interest. The buildings surrounding the square should be designed as independent buildings. Upper level walkways should be set into the buildings and not interrupt the outdoor activities and dining areas. The landscaping should be the

dominant feature of the town square area. Character elements of a historic civic center may be appropriate treatment for one or more buildings.

Key Points:

- Preserve Heritage redwood trees located at the interior of Block 18.
- Orient new spaces around a redesigned landscaped courtyard that is anchored by these trees.
- Individual, smaller scale buildings shall surround the space and have character elements of a historic civic center.

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	BLOCK 1	BLOCK 1A	BLOCK 3
Primary Uses Allowed	Office Retail	High Density Residential Retail	Service retail Grocery District Parking
Min Development Size	0.60 ac.	0.30 ac.	No min.
Max. Amount Retail	10,000 sq. ft.	52,500 sq. ft.	27,000 sq. ft. retail 35,000 sq. ft. grocery
Max. Amount of Office	450,000 sq. ft.	0	0
Max. Number of Units	0	450	0
Maximum Residential Density	N/A	78 du/acre	N/A
Max. Lot Coverage	100%	100%	100%
Max. Height	100 ft. (6 stories)	85 ft. (6 stories) including rooftop mechanical	50 ft. (4 stories)
Required Right-of-Way Dedication	None	10 ft. along east side of Aries 6 ft. along west side of Frances St. south of Capella	5 ft. along Evelyn Avenue 3 ft. along Sunnyvale Avenue
Min. Front Setback/Build-to Requirement (see diagram)			
• Washington Ave.	0 ft.	0 ft.	0 ft.
• Capella Way	N/A	0 ft.	N/A
• Taaffe Way	N/A	0 ft.	N/A
• Evelyn Ave.	0 ft.	0 ft.	0 ft.
• Aries Way	0 ft.	0 ft.	N/A
• Sunnyvale Ave.	N/A	N/A	0 ft.
• Altair Way	0 ft.	0 ft.	N/A
• Carroll St.	N/A	N/A	0 ft.
• Frances St.	0 ft.	0 ft.	N/A
Min. Interior Setbacks			

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	BLOCK 1	BLOCK 1A	BLOCK 3
• Side Setback	0 ft.	0 ft.	0 ft.
• Rear Setback	0 ft.	0 ft.	0 ft.
Min. Landscaped Area	All areas not devoted to driveways and surface access zones	All areas not devoted to driveways and surface access zones	All areas not devoted to driveways and surface access zones
Min. Useable Open Space	None	50 sq. ft./unit	N/A
Type of Parking	Underground structures	Underground structures	Structured and surface parking
Special Design Features	None	None	None

BLOCK 2	
Primary Uses Allowed	Restaurant, Entertainment and Retail Office on 2nd floor only
Min Development Size	No min.
Max. Retail/Office	170,891 sq. ft. of retail/restaurant/entertainment 80,000 sq. ft. of office
Max. Lot Coverage	100%
Max. Height	36 ft. (2 stories)
Required Right-of-Way Dedications	5 ft. along Evelyn Avenue 3 ft. along Sunnyvale Avenue
Min. Front Setback/Build-to Requirement (see diagram)	
Murphy Avenue	0 ft.
Washington Avenue	0 ft.
Evelyn Avenue	0 ft.
Frances St.	0 ft.
Sunnyvale Ave.	0 ft.
Min. Interior Setbacks	
• Side	0 ft.
• Rear	0 ft.
Min. Landscaped Area	None
Min. Parking Spaces	Participation in Parking District
Type of Parking	Per Parking District
Special Design Features	Comply with Murphy Avenue Design Guidelines

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	BLOCK 13	BLOCK 20
Uses Allowed	Office and Service Retail and Medium Density Residential	Office High Density Residential
Total Area of Block	3.22 ac.	
Min Lot Size	0.4 ac. Do research	
Max. Floor Area Ratio	240,000 sq. ft. office 10,000 sq. ft. retail	
Maximum Density	14 du/acre for townhouses along Taaffe Street	36 du/acre for northern half of the block
Max. Lot Coverage	N/A	40% max
Max. Height	Office uses - 50 ft. (3 stories) Residential - 30 ft. (2 stories)	40 ft. (3 stories) for high-density residential on the north half of the block 30 ft. for office uses on the south half of the block
Required Right-of-Way Dedications	10 ft. along Mathilda Avenue	10 ft. along Mathilda Avenue
Min. Setbacks/Build-to Requirements (see diagram)		
• Mathilda Ave	0 ft.	0 ft.
• McKinley Ave.	0 ft.	N/A
• Taaffe St.	10 ft.	N/A
• El Camino Real	N/A	30 ft.
• Olive Ave.	10 ft.	10 ft.
Min. Interior Setbacks		
• Side	0 ft.	6 ft.
• Rear	0 ft.	20 ft.
Min. Landscaped Area	All areas not devoted to driveways and surface access zones	All areas not devoted to driveways and surface access zones
Min. Useable Open Space	500 sq. ft./unit	380 sq. ft./unit
Type of Parking	Surface Parking or Above-Ground Structures	

BLOCK 18	
Uses Allowed	Retail, Entertainment, Office and High Density Residential
Min Lot Size	0.30 ac.
Max. Floor Area	1,007,897 sq. ft. retail/restaurant/entertainment 200 units 202,000 office
Maximum Density	N/A
Max. Lot Coverage	Per Special Development Permit
Max. Height	75 ft. (5 stories) Up to 80 ft. for movie theaters at the interior of the block (80 ft. includes mechanical equipment).
Required Right-of-Way Dedications/Easements	5 ft. along Mathilda Avenue north of Booker 10 ft. along Mathilda south of Booker 5 ft. along Iowa between Mathilda and Parking Garage B.
Min. Setbacks/Build-to Requirements (see diagram)	
• Washington	0 ft.
• Mathilda Ave.	0 ft.
• Sunnyvale Ave.	0 ft.
• Iowa Ave.	0 ft.
Min. Landscaped Area	All areas not devoted to driveways and surface access zones.
Min. Useable Open Space	50 sq. ft/unit
Type of Parking	Above grade structures and surface parking
Special Design Features	Downtown Gateway at Mathilda/Washington

Sunnyvale/Carroll District (Blocks 4, 5, 6 and 7)

The Sunnyvale/Carroll District is defined by its boundary streets, Evelyn, McKinley, Sunnyvale, Carroll, and Bayview and occupies Blocks 4, 5, 6 and 7. This district is currently residential and commercial in character, containing low and medium density housing and local service retail uses.

This district is planned primarily for residential uses with a small amount of service retail. Blocks 4, 5 and 6 are zoned for multi-family residential, ranging in density from medium to high density. These new multi-family residential developments would buffer outlying single-family neighborhoods from the denser commercial core, while townhouse densities of 24 du/acre along Washington Avenue would match the existing developments along these streets. Block 7 has potential to redevelop the southerly portion of the block with retail service. Given these possibilities, the Sunnyvale/Carroll District can be positioned as a predominantly residential setting that can offer a variety of living situations adjacent the commercial core and neighborhood-serving retail.

Required Design Features

Site Design and Organization

- Two-story townhouse developments shall be provided on the Washington and McKinley frontages of Blocks 4 and 6.
- The remainders of Blocks 4 and 6 as well as Block 5 consist of high density residential uses.
- Block 7 should consist of retail and retail service uses.

Parking and Access

- At-grade or above-grade parking, if provided, shall not front streets and shall otherwise be screened from view.
- Access to residential parking is encouraged to occur on Carroll, on Washington east of Carroll, and on McKinley east of Carroll.
- Access to the proposed future parking structure on Block 3 shall occur on Sunnyvale and/or Carroll.
- Driveway access on Washington and Evelyn shall be limited Driveway access on Sunnyvale shall be minimized.
- Provide direct entrances to street level residential units along Washington and McKinley on Block 6.
- A landscaping strip at least 10 feet wide shall be provided along the Evelyn and Carroll frontages of Block 3 to buffer the parking lot.

Building Facades:

- Provide awnings, canopies, and shade structures for along the street level to create a sense of intimate enclosure at the sidewalk and for provide for signs, graphics, and lighting.
- Use variable heights and roof forms to break up the building mass. Do not present a uniform block of building built to the maximum height limit.
- Place building mass on the setback line. Discontinuities in the building mass should be minimized to maintain a well-defined street edge.

- The key corners of Carroll/Washington and Carroll/Evelyn should contain retail entrances. Less active uses such as residential lobbies should be located mid-block.

Encouraged Design Features

- Although retail space can be provided on Block 7, high density residential with some ground floor retail space is encouraged for the entire block.
- Access to residential parking is encouraged to occur on Carroll, on Washington east of Carroll, and on McKinley east of Carroll.
- Below-grade parking is encouraged.
- Dormers are encouraged at residential buildings.

0. Downtown Districts and Development Standards

	BLOCK 4	BLOCK 5	BLOCK 6	BLOCK 7
Uses Allowed	High Density and Medium Density Residential	High Density Residential	High Density and Medium Density Residential	High Density Residential and Retail
Min Development Size	0.5 acres	0.25 acres	0.25 acres - suggested	No min.
Max. Retail/Grocery	None	None	None	36,000 sq. ft. office 14,000 sq. ft. retail
Max. Residential Units	214	46	146	100
Approximate Residential Density	55 du/acre generally with max 24 du/acre on Washington	40 du/acre	42 du/acre generally with Townhouse Density of up to 24 du/acre on Washington and McKinley frontages.	28 du/acre
Max. Lot Coverage	45%	45%	60%	60%
Max. Height	40 ft. (3 stories)	40 ft. (3 stories)	40 ft. (3 stories)	50 ft. (4 stories)
Required Right-of-Way Dedications	None	None	None	3 ft. on east side from Iowa to Washington
Min. Front Setback/Build-to Requirement				
• Washington Ave.	12 ft.	N/A	12 ft.	12 ft.
• Sunnyvale Ave.	N/A	N/A		N/A
• Evelyn Ave.	18 ft.	18 ft.		12 ft.
• Bayview Ave.	N/A	12 ft.		18 ft.
• Carroll Ave.	12 ft.	N/A		Min Interior Setbacks
Min. Interior Setbacks				
• Side	6 ft.	6 ft.	6 ft.	6 ft.
• Rear	20 ft.	20 ft.	20 ft.	20 ft.
Min. Landscaped Area	Min 20% of lot area	Min 20% of lot area	Min 20% of lot area	Commercial uses: All areas not devoted to driveways and surface access zones. Residential uses: 20% of the lot area
Min. Useable Open	50 sq. ft./unit	50 sq.	50 sq. ft./unit	50 sq. ft./unit

0. Downtown Districts and Development Standards

	BLOCK 4	BLOCK 5	BLOCK 6	BLOCK 7
Space		ft./unit		for residential uses
Type of Parking	Below-grade, or surface (above ground allowed only if completely hidden from view)	Below-grade, or surface (above ground allowed only if completely hidden from view)	Below-grade, or surface (above ground allowed only if completely hidden from view)	Below-grade, above grade or podium
Special Design Features	Residential Gateways at Carroll and Washington	None	None	Res. Gateway elements at intersection of Sunnyvale and McKinley

South of Iowa District (Blocks 8, 8a, 8b, 9, 9a, 10, 11 and 12)

The South of Iowa district is bounded by Taaffe Street, Iowa Avenue, Sunnyvale Avenue and Olive Avenue. This district consists primarily of single family homes, duplexes, townhomes and small businesses.

South of Iowa forms an important transition from the bustle and activity of the commercial core north of Iowa to the single-family heritage housing blocks located south of Olive. Development opportunities envision maintaining current uses and densities within the district, and continuing to allow a small amount of professional or medical office along Murphy and Sunnyvale Avenues. Architectural design should reference historical styles found in the Heritage Housing District south of Olive Avenue.

Required Design Features

Setting and Land Uses

- Low, low-medium and medium density residential uses
- Professional or medical office uses may be considered primarily along Murphy Avenue, Sunnyvale Avenue and Iowa Avenues. These uses should occur as an adaptive reuse of existing residential buildings.
- Redevelopment of the large office uses on Block 8 to multi-family residential use with street level support retail space is encouraged.

Parking and Access

- At-grade parking is permitted for both residential projects and professional office projects. At-grade parking, if provided, shall not front directly on neighborhood streets and shall be screened from view behind buildings.
- Above-grade structured parking is prohibited.

BLOCKS 8, 8a, 8b, 9, 9a, 10, 11 and 12	
Uses Allowed	Blocks 8 and 9 - Low Density Residential Blocks 8a, 9a, 10, 11 and 12 - Low-Medium Density Residential Block 8b - Medium Density Residential Block 9 - Low Density Residential
Min Development Size	Blocks 8 and 9 - 0.14 ac. Blocks 8b, 9a, 10, 11 and 12 - 0.25 ac.
Approximate Maximum Density	Blocks 8 and 9 - 7 du/acre Blocks 8a, 9a 10, 11 and 12 - 14 du/acre Block 8b - 24 du/acre
Max. Lot Coverage	60%
Max. Height	30 ft. (2 stories)
Required Right-of-Way Dedications	None
Min. Setbacks/Build-to Requirements (see diagram)	
• McKinley Ave	13 ft.
• Carroll Ave.	20 ft.
• Iowa Ave.	13 ft.
• Sunnyvale Ave.	18 ft.
• Taaffe Street	18 ft.
• Frances Street	18 ft.
• Murphy Avenue	18 ft.
• Olive Ave.	13 ft.
Min. Interior Setbacks	
• Side	4 ft.
• Rear	20 ft.
Min. Landscaped Area	20% of lot area
Min. Useable Open Space	500 sq. ft./unit
Min. Parking Spaces	2/2-bdrm units and above 1.75/1-bdrm and studio 4/single family home (2 covered and 2 uncovered)
Type of Parking	Surface
Special Design Features	Res. Gateway elements at intersection of Sunnyvale / Iowa, Murphy / Iowa, Frances / Iowa and Taaffe / Iowa

West of Mathilda Avenue District (Blocks 14, 15, 16 and 17)

The West of Mathilda District occupies Blocks 14, 15, 16 and 17 and is defined by its boundary streets Charles, Mathilda, Olive and Evelyn. West of Mathilda is currently residential and commercial in character, containing low density housing, office, and retail/restaurant uses.

Multi-family residential developments are proposed to create an appropriate transition from the activity of the commercial core on the east side of Mathilda to the relative quiet of the low and low-medium density residential area west of Charles. Proximity to the noise generated by traffic on Mathilda Avenue will be mitigated through special streetscape design elements on the Mathilda frontage. Reduced heights along Charles provide an appropriate transition from the high-density building mass along Mathilda to the lower density residential uses to the west. In addition, Block 17 is planned to remain a primarily low-medium density district with single family homes, duplexes, and small townhomes.

Given these possibilities, the West of Mathilda Sub-District can be positioned as a mid-sized community residential setting located on the edge of the commercial core, where residents can enjoy the benefits of living on pedestrian-friendly streets within walking distance of the employment opportunities, commercial and entertainment uses and amenities offered in the downtown.

Required Design Features

Land Use and Setting

- Each block shall be divided into no more than four separate parcels.
- Direct entrances to street-level units shall be provided to create an intimate streetscape.
- Landscaped open space shall separate the four story buildings from the two story townhouses.
- Mathilda-facing retail space shall be provided at the corners of Olive, Iowa, McKinley, and Washington. Ground floor retail space shall be double height. Alternatively, a minimum 16-foot floor-to-floor height can be provided at the ground floor facing Mathilda to permit flexible space for either retail or residential use.
- Corner retail spaces shall be oriented toward Mathilda, wrapping the corner a minimum of 20 feet.

Parking and Access:

- Below grade structures are encouraged. Podium parking may be considered if structure is completely hidden from public view.
- Entrances to the below-grade parking shall occur on the side streets (Olive, Iowa, McKinley, and Washington) or, if required, on the local lane adjacent Mathilda.
- Access points on Charles shall be limited.

Building Facades:

- Awnings, canopies, and shade structures are encouraged to create a sense of intimate enclosure at the sidewalk and for provide for signs, graphics, and lighting.
- Full block length developments shall be broken into smaller building units. Major breaks in the building massing are required at mid-block. Smaller scaled breaks or recesses in facades are required at the quarter-block.
- Private landscaped gardens shall be provided for street level units fronting Mathilda and Charles, and for street level units fronting the semi-private exterior courtyards. Low garden walls shall be provided for privacy.

	BLOCKS 14, 15 AND 16	BLOCK 17
Primary Uses	High Density Residential Retail	Low-Medium Density Residential
Min Development Area	0.75 acre	8,000 sq. ft.
Max. Residential Units	Block 14 - 173 units Block 15 - 152 units Block 16 - 173 units	48 units
Approximate Maximum Density	48 du/acre	12 du/acre
Max. Lot Coverage	100%	40%
Max. Height	50 ft. (4 stories) on Mathilda and 30 ft. (2 stories) along Charles	30 ft. (2 stories)
Required Right-of- Way Dedications	33 ft. along Mathilda Avenue	None
Min. Setbacks/Build-to Requirements (see diagram)		
• Mathilda	0 ft. (after 33 ft. dedication)	12 ft.
• McKinley Ave.	10 ft.	N/A
• Iowa Ave.	10 ft.	N/A
• Charles Ave.	10 ft.	10 ft.
• Washington Ave.	10 ft.	10 ft.
• Evelyn Ave.	N/A	18 ft.
• Olive Ave.	10 ft.	N/A
Min. Interior Setbacks		
• Side	6 ft.	4 ft.
• Rear	10 ft.	20 ft.
Min. Landscaped Area	Min. 20% of lot area	Min. 20% of lot area
Min. Useable Open Space	50 sq. ft./unit	500 sq. ft./unit
Type of Parking	Below grade structures or podium parking if structure is completely hidden from public view.	Surface Parking
Special Design Features	Neighborhood Gateway at Iowa /Mathilda, McKinley/Mathilda and Washington/Mathilda	None

7. CIRCULATION AND PARKING

Overview

A primary goal of the Specific Plan is to improve the transportation system and parking facilities in the downtown. A complete list of goals and policies relating to transportation are included in Chapter 3.

The downtown is served by a variety of major streets as well as several transit systems that promote connections throughout the area. Mathilda Avenue and El Camino Real are primary arterials that bring local and regional traffic to the downtown. An existing street grid made up of smaller avenues and neighborhood streets connect the downtown districts together. Transit systems include Caltrain commuter rail system and Santa Clara Valley Transportation Authority bus service at a multimodal transit station at Evelyn Avenue and Frances Street.

The Specific Plan envisions future transportation improvements in the following areas:

- New streetscape designs including wider sidewalks and landscaping throughout the downtown
- Enhanced bus transfer facility improvements on Frances
- Bicycle lanes on Evelyn, Iowa and Sunnyvale Avenues
- "Boulevard" configuration for Mathilda Avenue, including pedestrian, and frontage improvements
- Reconfiguration of Washington Avenue at Mathilda intersection
- Restoration of as much of the original street grid as possible
- Mathilda Avenue railroad overpass improvements

Street Character

Appropriate street character is critical to creating a pleasant pedestrian ambiance and effective vehicular movement. The Specific Plan has various streetscape designs for the three main types of roads: boulevards, avenues and streets. The goal of these designs is to balance the needs of all roadway users. Streets need to be wide enough to create comfortable vehicular access but narrow enough to create a comfortable pedestrian environment. Appropriate ground floor architecture will also enhance the pedestrian environment. These streetscape designs propose turn lanes, frontage roads, sidewalk widths and landscape medians to balance these needs.

Boulevards

Boulevards are designed for regional access and accommodate the highest traffic volumes. Boulevards are designed for vehicular efficiency and maximum sidewalk width to buffer pedestrians from automobile traffic. Access to the roadway is limited or configured to complement the adjacent land uses. Mathilda Avenue and El Camino Real are the downtown's regional boulevards. Boulevard streetscape design includes:

- Planted medians
- Dedicated left turn lanes
- Restricted on-street parking

- Minimum 15 ft. wide sidewalks
- Landscaping strips separating sidewalks from street curb
- Frontage roads adjacent to residential uses

Avenues

Avenues are important mid-size streets that generally accommodate less traffic than boulevards and have a stronger emphasis on pedestrian connections. These streets are intended to comfortably facilitate all transportation modes through the downtown. Avenues such as Evelyn, Washington, Iowa and Sunnyvale are the primary connections to the downtown's various districts. Avenue streetscape design includes:

- Planted medians
- Dedicated left turn lanes
- Minimum 10 ft. wide sidewalks
- Parallel parking in certain designated areas
- Bike lanes (except for Washington Ave)

Streets

Streets are district-oriented and generally accommodate the least amount of traffic. Streets establish and enhance a district's character. Murphy Avenue, the 100 block of Frances Street, Town Center Lane (connector for Taaffe Street) and the McKinley Avenue extension are planned to be important commercial streets. Taaffe Street, Altair Way, Capella Way and Charles Avenue are planned to be important residential streets. Aries Way will serve both residential and commercial uses. Streetscape design for streets includes:

- Parallel parking
- Minimum 10 ft. wide sidewalks
- Curb bulbouts to provide additional space for landscaping/street furniture and to reduce pedestrian crossing distances
- Enhanced crosswalk treatments

OTHER STREETS

Other streets outside the commercial core uses are residential in character and should reflect current City streetscape standards for residential streets.

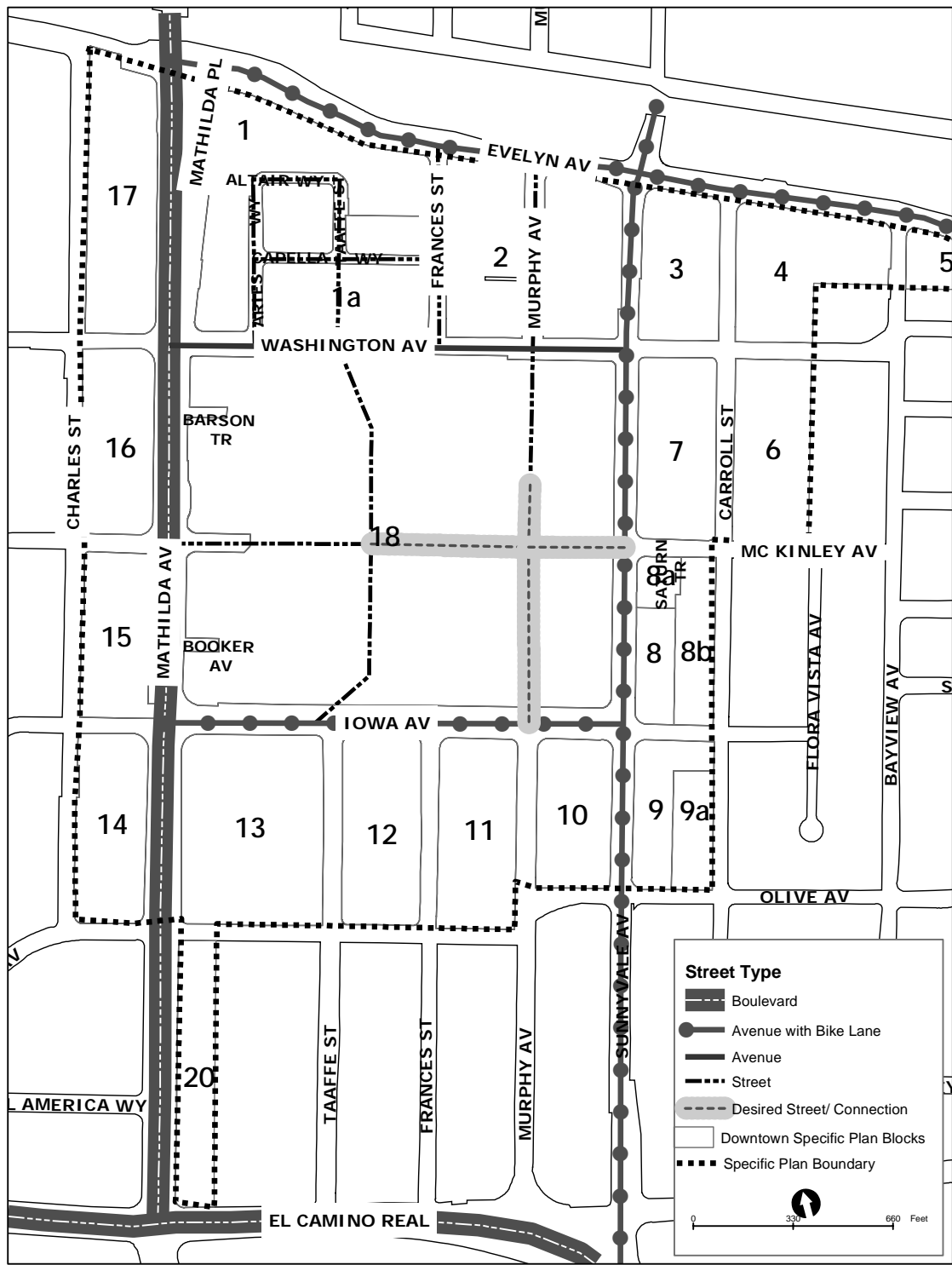


FIGURE 7.1 STREET CHARACTER

Public Parking

The perception of available, convenient and accessible parking is crucial for the success of the downtown. Surface, structured and underground parking are provided in strategic locations throughout the commercial core (see Figure 7.2 for locations). The plan calls for four parking structures in Block 18: Structures A, B, C and D, providing a rough total of 5,500 spaces, including residual street parking. The Multi Modal Station parking garage of 300 spaces is available to the general public on nights and weekends for downtown uses and future Parking Structure E on Block 3 could accommodate up to 500 additional spaces. Underground parking is available underneath the public plaza on Evelyn and Frances Street. Surface parking is provided behind Murphy Avenue, along public streets in the downtown and along Carroll Avenue.

Currently, some of this public parking is provided in the downtown through a formal Parking District. This Downtown Parking Maintenance District consists of approximately 70 assessed parcels in Sunnyvale's downtown area. Almost 90% of the Parking Maintenance District consists of commercial businesses. This purpose of the District is to supply parking for businesses which do not have sufficient on-site spaces. Primarily, the district provides parking for retail, restaurant and entertainment uses in Blocks 1a, 2, 3, 18 and several areas in Block 4 and Block 7. Parking district spaces shall be reflective of current demand on those resources and efficiencies gained by mixed uses and their associated peak hours of use. All new development or intensification of uses shall be required to provide their own parking. While the parking supply on any one block may not be sufficient to accommodate its land uses, the total supply in the district will be sufficient to meet parking demands.

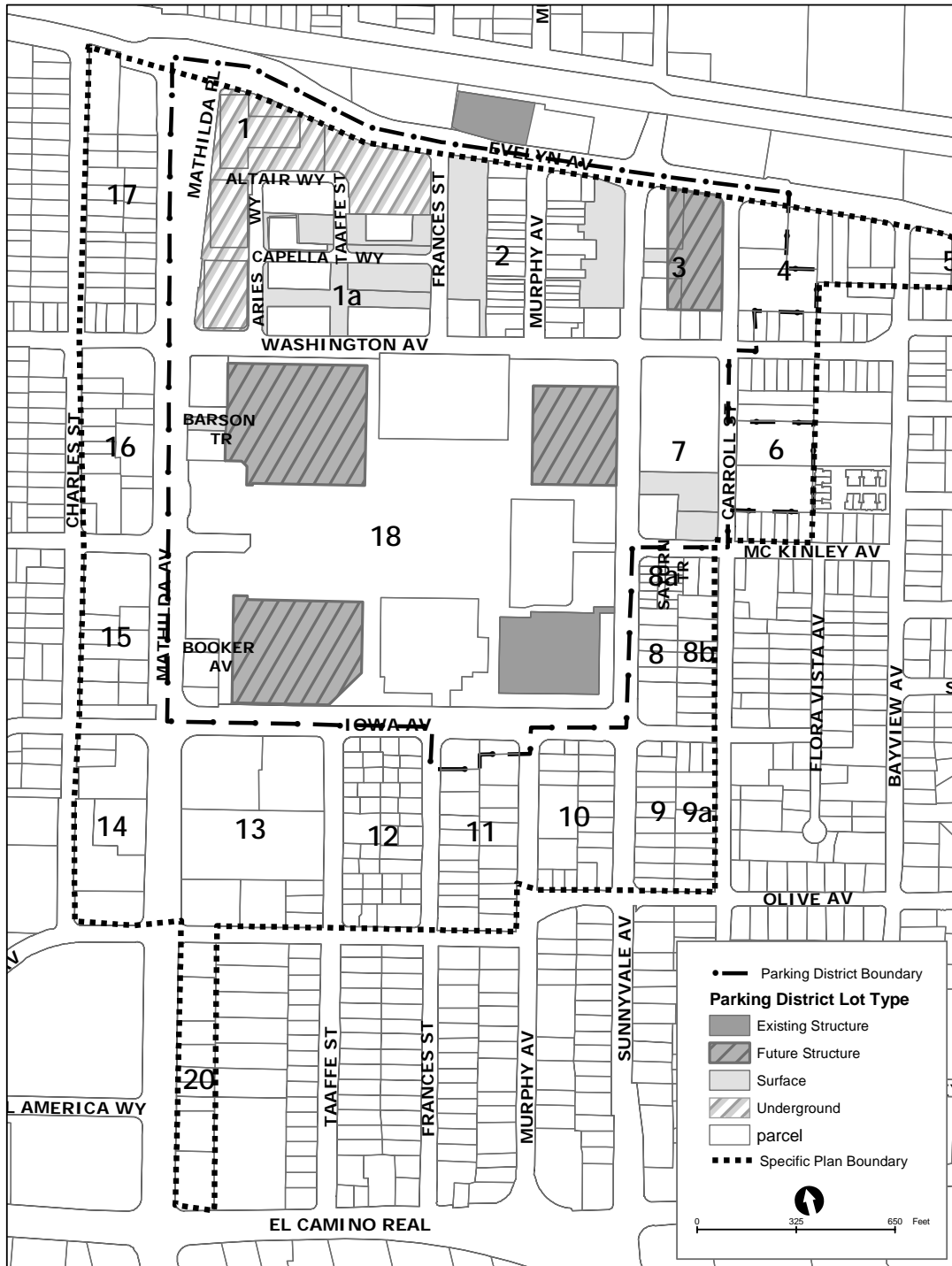


FIGURE 7.2 PARKING DISTRICT AND AVAILABLE PARKING

Mass Transit

The Sunnyvale downtown area currently includes facilities for the Santa Clara Valley Transportation Authority (VTA) bus service, CalTrain rail service, Greyhound bus service and future light rail. The downtown is served by a number of Santa Clara Valley Transportation Authority (VTA) bus routes providing connections to the majority of Santa Clara County. The Sunnyvale CalTrain Multi-Modal Station near the intersection of Evelyn and Frances provides service to major cities along the peninsula from Gilroy to San Francisco with connections to the Bay Area Rapid Transit (BART) and the VTA Light Rail. This train service is being increased and upgraded by the Joint Powers Board including a high-speed express train from San Francisco to San Jose. Currently, the Greyhound Bus Depot is located within one half-block of the Multi-Modal station, and the City will work with private business to maintain a long-distance bus service in the downtown. The Plan also accommodates an extension of the Santa Clara County Light Rail System from the Tasman Light Rail line in the Moffett Park area along Mathilda Avenue to a downtown station in the vicinity of the Multi-Modal Station. When design for the light rail is considered, the streetscape plan should be reevaluated.

Pedestrian Circulation

A primary objective of the Downtown Specific Plan is to encourage walking in the downtown by enhancing existing pedestrian routes and creating convenient connections through downtown. To accomplish these connections, the Plan coordinates the pedestrian circulation system with new open space opportunities, primary downtown destinations and public transit hubs.

Pedestrian circulation is being enhanced through four methods:

1. Restoration of the street grid.
2. Establishment of streetscape design standards to improve the pedestrian experience.
3. Creation of pedestrian pathways through key blocks to increase pedestrian convenience.
4. Improvement of transit facilities.

In order to reconnect the commercial core of the downtown, restoration of the original street grid will create more convenient pedestrian connections and enhance visibility of different areas of the downtown. Specific street design standards listed in Appendix A include wider sidewalks, street trees and landscaping to protect pedestrians from street traffic and comfortable street furniture. The plan also proposes pedestrian walkways from Aries to Murphy Avenue along Capella Way and through Block 18 in areas generally consistent with the street grid of McKinley, Murphy and Taafe.

Bicycle Circulation

The Specific Plan also improves downtown bicycle access. Designated primary routes are Evelyn, Sunnyvale and Iowa Avenues. Bicycles are allowed on virtually all public streets and bicycle travel in the downtown vicinity is encouraged. Some streets cannot be designated as official bike lanes as they do not satisfy CalTrans criteria for bike lanes and routes. In addition to accommodating bicycle travel, new development will need to provide bicycle support facilities such as lockers and racks following the VTA Bicycle Parking guidelines to the extent possible.

Vehicular Circulation

In order to ensure efficient vehicular circulation, potential impacts of traffic generated by future downtown land uses were analyzed in the Sunnyvale Downtown Improvement Program Update Environmental Impact Report. The analysis included level of service effects on local intersections, streets and highway segments. These levels of service are transportation measurements to determine the amount of congestion for roadways.

A total of 33 intersections were analyzed for level of service, along with seven neighborhood street segments and four freeway segments. Study intersections and roadway segment operations were evaluated during the morning and evening peak hours. The City of Sunnyvale traffic model was used to forecast 2020 project conditions. Level of service impacts were shown for the intersection of Sunnyvale Avenue and El Camino Real. The mitigation for this impact is listed in Chapter 9, Implementation.

In addition, the proposed Mathilda Avenue railroad overpass improvement, which includes a connection from southbound Mathilda Avenue to Evelyn Avenue, is important to future traffic circulation and access to parking resources. The ramp provides an alternate entrance into the downtown that has the potential to improve peak-hour traffic on Mathilda, especially at its intersection with Washington.

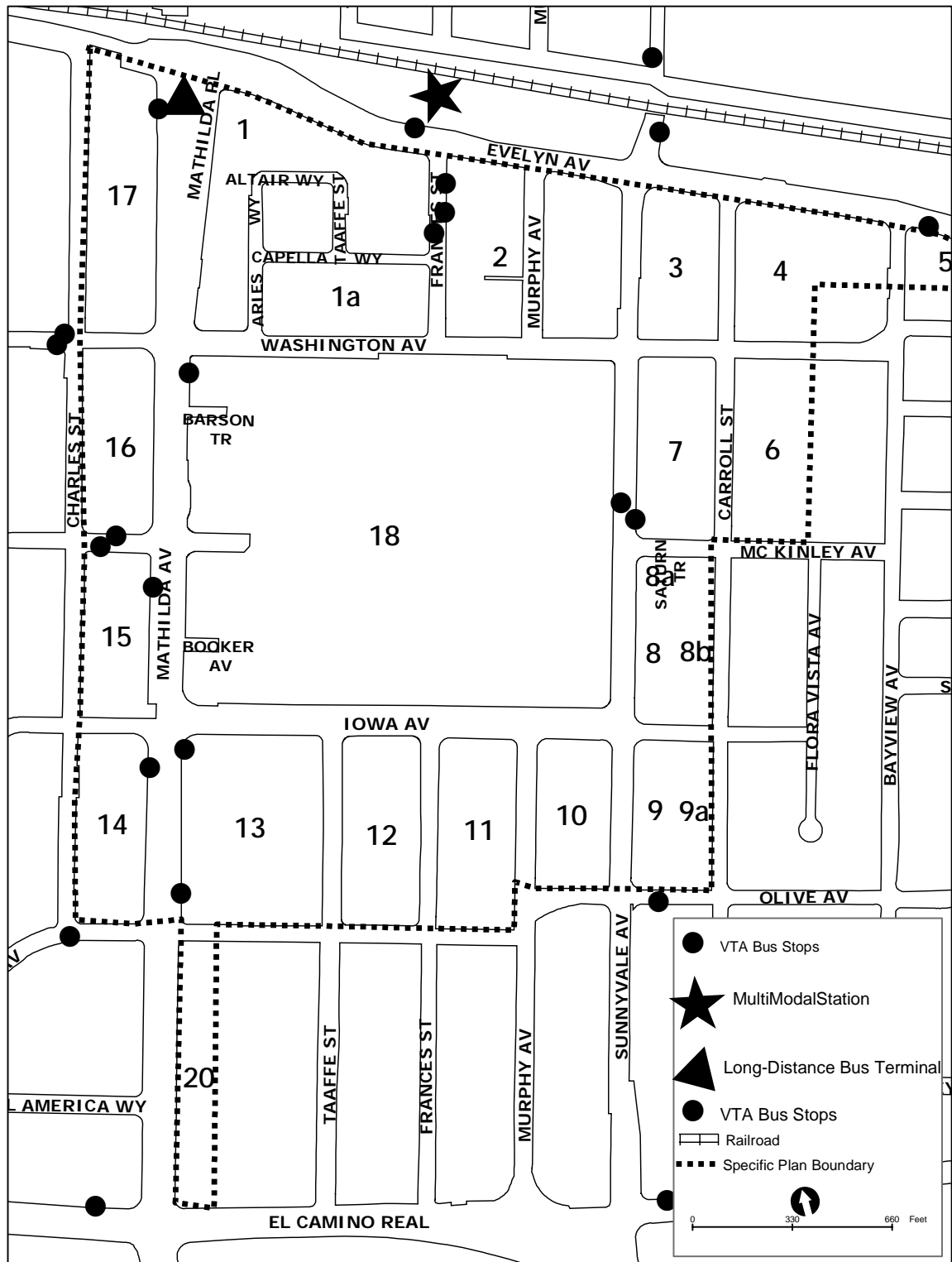


FIGURE 7.3 MASS TRANSIT

Roadway Capacity

In general, the number of proposed travel lanes on the roadways within the downtown area is adequate to serve the proposed land uses. However, short periods of congestion are projected to occur during the peak periods along Washington Avenue and along Sunnyvale Avenue between Evelyn and Iowa. These areas of congestion are not large enough to require mitigation at local intersections. Other locations are projected to have excess capacity, including the northbound sections of Mathilda between Iowa and Washington and Sunnyvale Avenue between Evelyn and Iowa. The new plan proposes to reduce the number of lanes in these areas to increase sidewalk widths and enhance other modes of transportation.

Neighborhood Traffic Measures

The new plan proposes to protect existing residential neighborhoods in the downtown area from potential cut-through traffic and parking generated by existing and future downtown development. Potential treatments could include curb bulb-outs and median islands at intersection entrances, enhanced crosswalk markings, signage markers announcing neighborhood identity or other traffic-calming measures. These gateways aim to create subtle boundaries between the commercial core and the downtown residential districts, conveying a sense of limited access. These traffic measures should be designed with neighborhood input. Future locations are described in Figure __ of Chapter 4, Downtown Design Concept.

Transportation Improvements

The Specific Plan lists street improvements to improve the pedestrian environment and enhance vehicular circulation. These improvements include lane reductions and additions, sidewalk widening and bicycle lanes.

Lane reductions are proposed on Evelyn, Iowa and Sunnyvale Avenues and possible for Mathilda Avenue. These lane reductions modify street character to allow for additional modes of travel, such as bike lanes or wider sidewalks. Excess capacity at peak hour periods on these road segments makes an additional lane possible. Reduction of one lane on southbound Sunnyvale Avenue between Iowa and Evelyn Avenues is also required to allow the addition of both northbound and southbound bicycle lanes. Deletion of the fourth easternmost lane on northbound Mathilda Avenue between Iowa and Washington Avenues is recommended to allow for wider sidewalks. The Mathilda lane reduction is possible but is not required. The Mathilda Avenue lane reduction was not analyzed in the 2003 Downtown EIR; however, traffic analysis shows very low volume in this lane.

Protected left turn pockets will be created in new, planted medians on Washington and Sunnyvale Avenues. In addition, pedestrian-friendly streetscape improvements are proposed for most of the streets within the commercial core, particularly streets with retail and entertainment uses such as Washington, the Murphy and McKinley extensions, Frances, and the residential streets north of Washington.

Appendix A contains a complete list of specific right-of-way configurations for all roads within the Specific Plan area. These configurations balance the demands of roadway capacity, level of service at intersections and street character. Design considerations focus on enhancing the pedestrian experience, balancing the transportation system among all modes and creating street character that augments the neighborhood setting and adjacent land uses.